

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 10:57 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 611 Const Calendar Day: 449 Date: 27-Aug-2013 Tuesday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 AM 03:30 PM Break: 00:30 Over Time: 00:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

CCO-314 A354 rod testing

Today I was doing inspection for the CCO-314 work of A354, Grade BD rod testing. See the diary of Bob Brignano for additional details as he was also inspecting this work.

- At 07:00, I arrived at the pier-7 office.
- Throughout the shift, I was intermittently inspecting the work at the CCO-314 test rigs. See below for details of the work performed.

At test rig #1 (Rod ID# B1-F4):

- No work was done as this test has been completed, & the samples of rods given to METS.

At test rig #2 (Rod ID# B2-F5):

- This test was completed when the rod broke Saturday while holding at 0.80 of ultimate. Work was done to remove the rod.
- The steel protection plates were removed from the live & dead ends.
- The sandbags were removed from the dead end to find the end of the rod which was buried in the sandbags.
- Note: The total amount the rod moved during the break was about 7.5 feet.
- The k-rail & the 3 inch thick vertical protection plate were removed from the dead end.
- The jacks were removed from the live end.
- The small portion of the rod near the coupler at the live end was carefully unthreaded from the coupler. Care was taken not to touch the fracture surface of the rod.
- The rod was extracted from the test rig.
- Bob Brignano marked cut lines on the rod where we wanted samples.
- The rod was cut, & the samples were given to METS SMR Bahjat.

At test rig #3 (Rod ID# S3-D2):

- The load was increased to 0.60 of ultimate (508 kips). After the nut was turned down & the load locked off, the live end plug in the spherical washer groove was removed to confirm water flow out of the groove (to make sure the threads were still saturated).
- Water levels in the wet chambers were checked throughout the day, & were good with the rod completely submerged.

At test rig #4 (Rod ID# S4-E2):

- The load was held 0.85 of ultimate throughout the day. This is a non-stressing day.
- At the beginning of the shift, the water level on the live end was low, & the rod was exposed & dry. Water was added to submerge the rod. For the remainder of the shift, the water levels were good with the



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rod completely submerged.

Other:

- Occasionally, a laborer would come by to vacuum up water from the SWPPP containment areas.

Labor hours for CCO-314 today:

- Bob Russell - Ironworker - 8 hours
- Barry Rothman - Ironworker - 8 hours
- Carlos (Pedro) Garcia - Laborer - 4 hours
- 2 workers from subcontractor VGO - 4 hours

04-0120F4 Bid Item: 067 C-PWS-SEW.067 Install Cable Shrouds East of W2

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Semi-Skilled Laborer	JNM	CARLOS GARCIA	8.00	2.00	0.00	10.00	4 hours on CCO-314 today	<input type="checkbox"/>
Ironworker	FOR	ROBERT RUSSELL	8.00	0.00	0.00	8.00	8 hours on CCO-314 today	<input type="checkbox"/>
Ironworker	JNM	BARRY ROTHMAN	8.00	0.00	0.00	8.00	8 hours on CCO-314 today	<input type="checkbox"/>